

San Diego County Traffic Advisory Committee



Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
(858) 694-3845

Represented Agencies

Automobile Club of Southern
California
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
San Diego County Pacific Safety
Council
San Diego County
Sheriff's Department

May 30, 2014

TO: Community Planning / Sponsor / Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the tentative agenda for the June 13, 2014 meeting of the Traffic Advisory Committee (TAC). The meeting will begin at 9:00 AM in the **Department of the Public Works, Second Floor Room 271, 5510 Overland Avenue in San Diego.**

If there is an item on this agenda that your community planning/sponsor group would like to submit a formal recommendation to the Board of Supervisors on and need additional time to review it, please contact Maria Rubio-Lopez at (858) 694-3845 by noon on Wednesday, June 4, 2014 to request the item be continued. Normally, a continued item will be placed on the agenda of the next TAC meeting. TAC items are usually generated by citizens/residents in the immediate vicinity. In an effort to respond to them in a timely manner, we request a formal recommendation be submitted within a two-month period from the continuance date. TAC staff is available to provide background information on any item that is continued by your group and to answer any questions you may have. We look forward to receiving your group's input.

If your community planning/sponsor group continues an item, it is important that we receive a written reply stating what action your group formally recommends to the Board of Supervisors. Your group's formal recommendation will then be included as part of the Chief Administrative Officer's report to the Board of Supervisors regarding the TAC recommendations. After reviewing both the TAC and the community planning/sponsor group's recommendation, the Board will make the final decision as to what action will be taken.

If you have any questions or need additional information regarding this procedure, please contact me at (858) 694-3843.

Very truly yours,

Kenton R. Jones, Secretary
San Diego County Traffic Advisory Committee

KRJ:mrl
Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 13, 2014

AGENDA

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from March 14, 2014 and April 25, 2014**
- IV. Items for Review**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A. SPEED LIMIT	AUSTIN DRIVE	SPRING VALLEY	SPRING VALLEY
B1. PARKING PROHIBITION	PINO DRIVE	LAKESIDE	LAKESIDE
B2. PASSENGER AND BUS LOADING ZONES	PINO DRIVE	LAKESIDE	LAKESIDE
C. BUS LOADING ZONES	MAPLEVIEW STREET	LAKESIDE	LAKESIDE
<u>SUPERVISORIAL DISTRICT 5</u>			
A. RADAR RECERTIFICATION	LAGO LINDO	RANCHO SANTA FE	SAN DIEGUITO
B. RADAR RECERTIFICATION	RAMBLA DE LAS FLORES	RANCHO SANTA FE	SAN DIEGUITO
C. PARKING PROHIBITIONS	RECHE ROAD	FALLBROOK	FALLBROOK
D. PASSENGER AND BUS LOADING ZONES	FRUITVALE ROAD	VALLEY CENTER	VALLEY CENTER

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit

LOCATION: Austin Drive from Sweetwater Springs Boulevard westerly to Montemar Drive (1.1 miles), SPRING VALLEY (Thos. Bros. (1271-D7) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Formal Speed Limit and Radar Certification

PROBLEM AS STATED BY REQUESTER:

Austin Drive from Sweetwater Springs Boulevard westerly to South Barcelona Street is posted 40 MPH. It continues westerly as a statewide 55 MPH maximum roadway. Measured speeds and operating conditions support extending the 40 MPH posted speed limit to Montemar Drive. We respectfully request your review for the appropriateness of extending the posted 40 MPH segment to Montemar Drive and inclusion in the California Highway Patrol (CHP) El Cajon Command Radar Enforcement Program.

Existing Traffic Devices

Austin Drive is a striped two-lane roadway that varies in width from 27 to 64 feet wide. The easterly 40 MPH posted segment, from Sweetwater Springs Boulevard westerly to South Barcelona Street, has a two-way left turn lane, parking lanes and bike lanes. The narrower western segment has intermittent edge-striping and is unposted. The road is classified as a Light Collector from Sweetwater Springs Boulevard to South Barcelona Street on the County General Plan Mobility Element Network. It is unclassified beyond South Barcelona Street.

<u>Average Daily Traffic Volumes</u>	<u>11/13</u>	<u>3/09</u>	<u>4/02</u>
Austin Drive:			
@ Highlands Blvd	2,350*		
@ Avenida Bosques		7,330*	7,270*

* Two-way Count

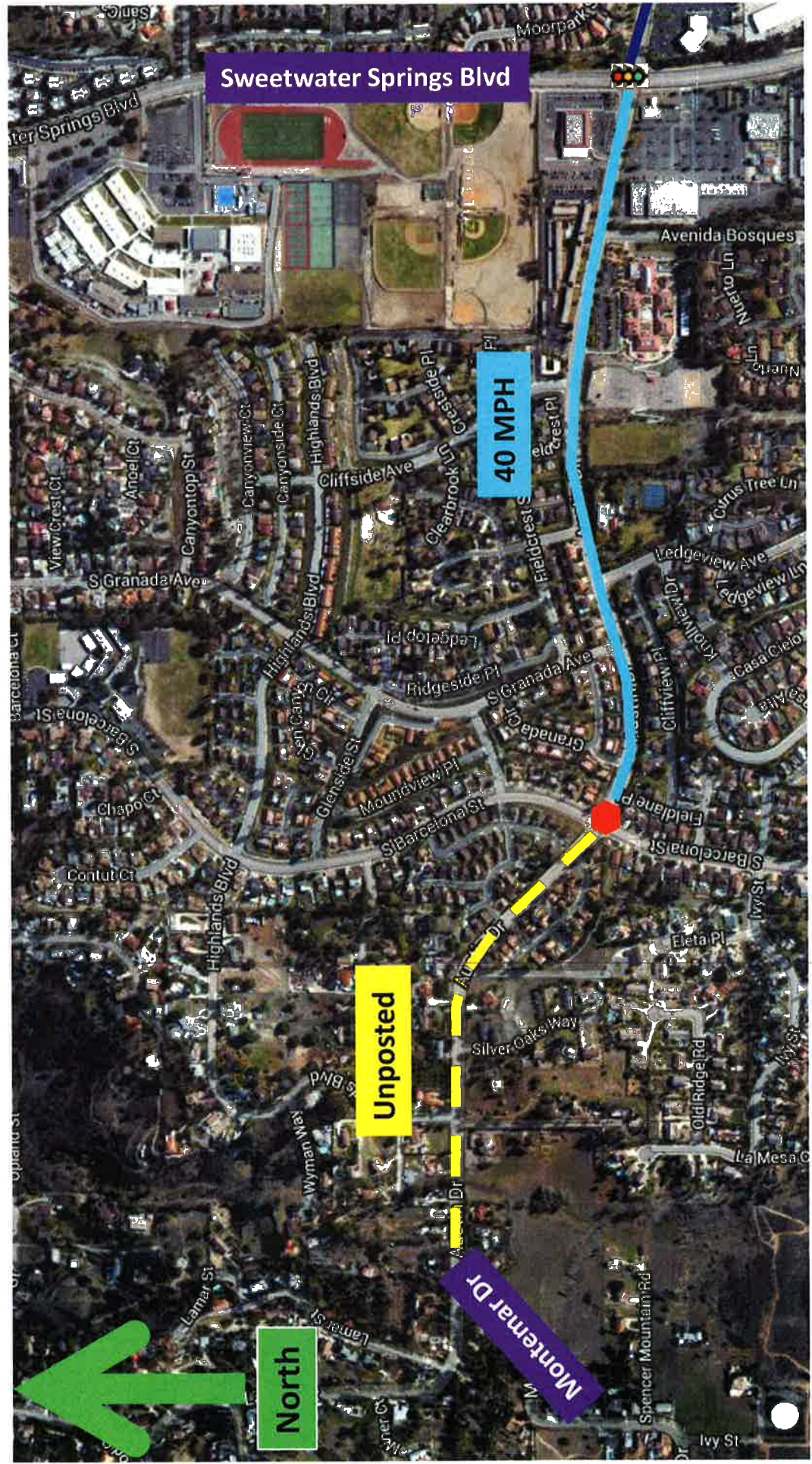
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Austin Drive:			
300 ft w/o Avenida Bosques (05/14)	44.2 MPH	35-44	71.0%
600 ft w/o So. Barcelona Street (04/14)	38.6 MPH	31-40	79.0%

Collision Data

There have been 17 reported collisions along this entire segment of roadway, four of which involved injury in the last five year period (02-27-09 to 2-28-14).

Austin Drive

from Sweetwater Springs Blvd westerly to Montemar Drive



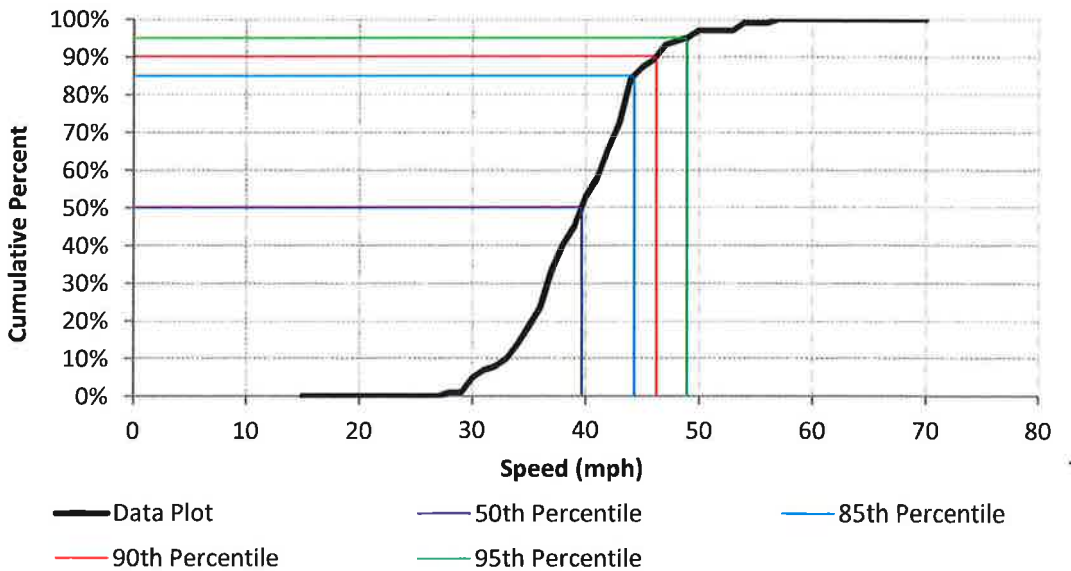
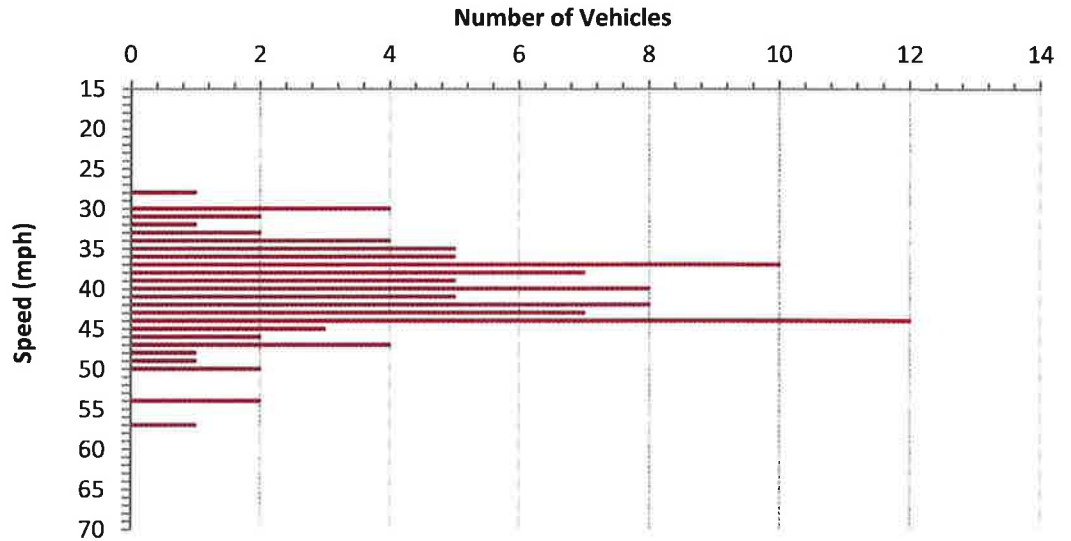


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Austin Dr	From:	Sweetwater Springs Bl	To:	South Barcelona St
Position:	300 Feet West of Avenida Bosques			Direction:	EB/WB
Date:	5/13/2014 Tue	Weather:	Clear/Sunny	Project Number:	1309-23
Time Start:	10:54 AM	Road Condition:	Good/Dry	Observer:	Geoffrey Retemeyer
Time End:	11:34 AM	Posted Speed:	40	Calibration Test:	N/A

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28	1	1.0%
29		
30	4	4.9%
31	2	6.9%
32	1	7.8%
33	2	9.8%
34	4	13.7%
35	5	18.6%
36	5	23.5%
37	10	33.3%
38	7	40.2%
39	5	45.1%
40	8	52.9%
41	5	57.8%
42	8	65.7%
43	7	72.5%
44	12	84.3%
45	3	87.3%
46	2	89.2%
47	4	93.1%
48	1	94.1%
49	1	95.1%
50	2	97.1%
51		
52		
53		
54	2	99.0%
55		
56		
57	1	100.0%
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	102	



DATA ANALYSIS

Average Speed	40.2	Range	28 - 57
50th Percentile	39.6	10 mph Pace	35 - 44
85th Percentile	44.2	Number in Pace	72
90th Percentile	46.2	Percent in Pace	71%
95th Percentile	48.9		

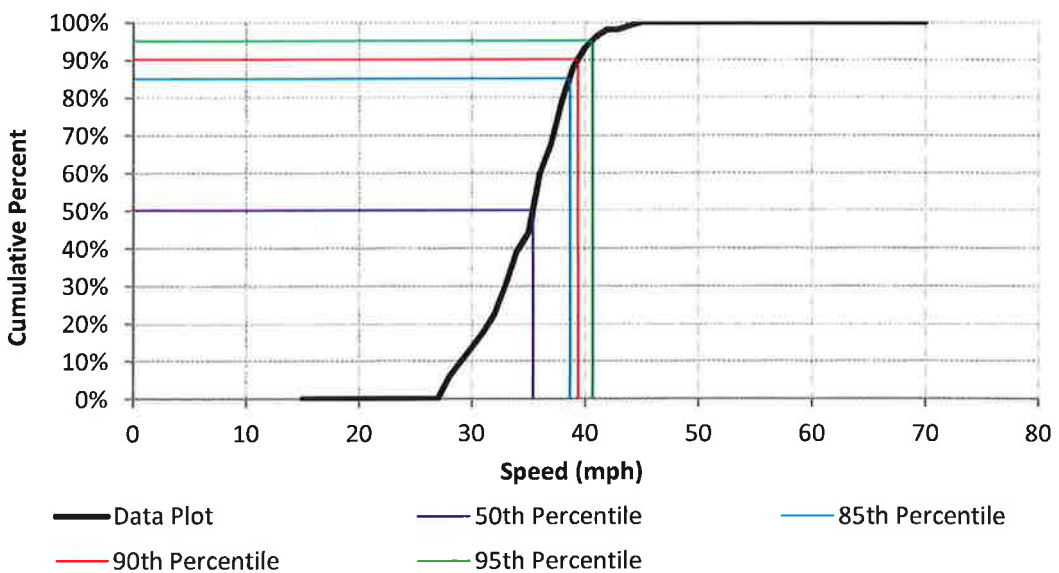
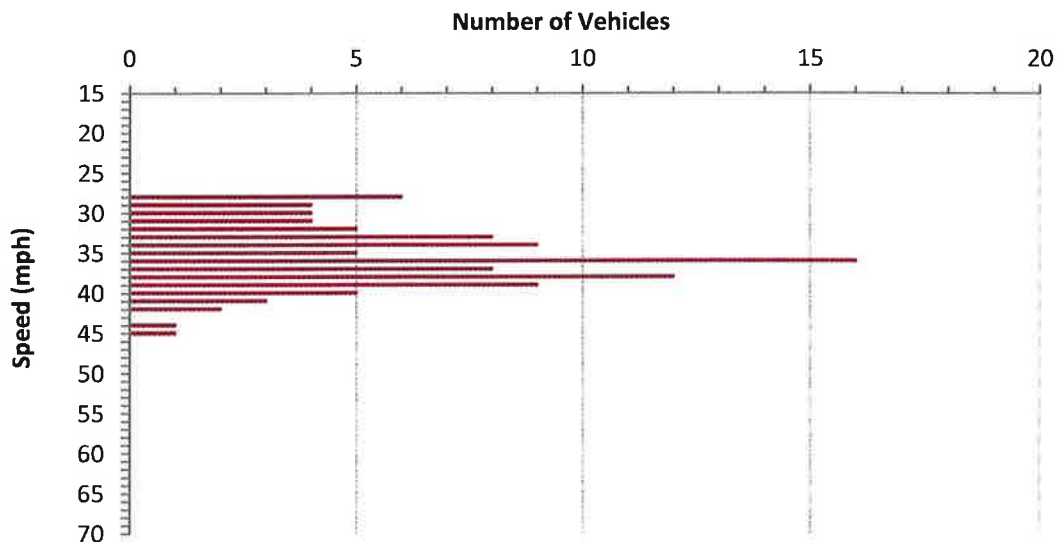


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Austin Dr	From:	S. Barcelona St.	To:	Montemar Dr.
Position:	600 Feet West of S. Barcelona St.			Direction:	EB/WB
Date:	4/29/2014 Tue	Weather:	Sunny/Clear	Project Number:	SR# 1308-23
Time Start:	10:07 AM	Road Condition:	Good/Dry	Observer:	Geoff Retemeyer
Time End:	11:39 AM	Posted Speed:	40 MPH	Calibration Test:	N/A

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28	6	5.9%
29	4	9.8%
30	4	13.7%
31	4	17.6%
32	5	22.5%
33	8	30.4%
34	9	39.2%
35	5	44.1%
36	16	59.8%
37	8	67.6%
38	12	79.4%
39	9	88.2%
40	5	93.1%
41	3	96.1%
42	2	98.0%
43		
44	1	99.0%
45	1	100.0%
46		
47		
48		
49		
50		
51		
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53		
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56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	102	



DATA ANALYSIS

Average Speed	35.4	Range	28 - 45
50th Percentile	35.4	10 mph Pace	31 - 40
85th Percentile	38.6	Number in Pace	81
90th Percentile	39.4	Percent in Pace	79%
95th Percentile	40.6		

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT:
1. Parking Prohibition
2. Passenger/Bus Loading Zones

LOCATION: Pino Drive, both sides, adjacent to Our Lady of Perpetual Help Church, LAKESIDE (Thos. Bros. (1232-C3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete an Obsolete Parking Prohibition, Passenger Loading Zone and Two Bus Loading Zones

PROBLEM AS STATED BY REQUESTER:

Our Lady of Perpetual Help Catholic School closed in 2012 after 50 years of service. All associated school signage and pavement legends have been removed. We respectfully request the following Board approved resolutions enacting the school-associated parking prohibition and passenger loading zone be deleted.

In addition, Metropolitan Transit System is confirming two bus loading zones in this vicinity are no longer active. We respectfully request the following Board approved resolutions enacting these bus loading zones be deleted:

Parking Prohibition

The west side of Pino Drive from South Mountain Drive northerly 90 feet from 7 AM to 5 PM on School Days.

Passenger Loading Zone

The east side of Pino Drive from South Mountain Drive northerly to a point 20 feet north of Shenandoah Drive from 7 AM to 5 PM on School Days.

Bus Loading Zone

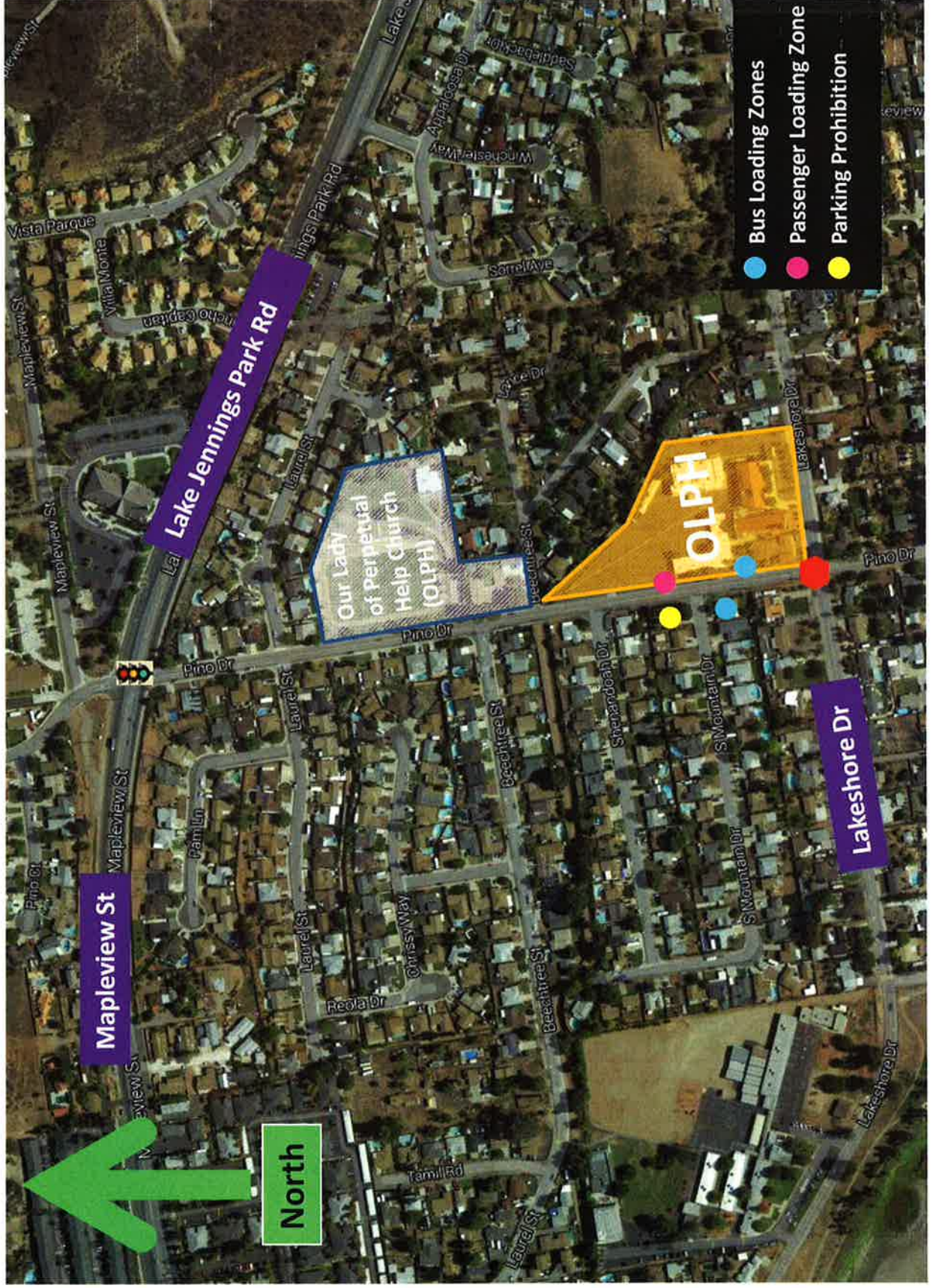
The west side of Pino Drive from a point 30 feet south of South Mountain Drive southerly 75 feet.

Bus Loading Zone

The east side of Pino Drive from South Mountain Drive southerly 120 feet.

Pino Drive

obsolete Parking Prohibition and Bus/Passenger Loading Zones
adjacent to Our Lady of Perpetual Help Church



Mappala, Danilo

From: Karen Woollard <karen.woollard@olphchurch.org>
Sent: Friday, May 02, 2014 1:20 PM
To: Mappala, Danilo
Subject: OLPH School

Dear Mr. Mappala:

Our Lady of Perpetual Help School closed at the end of June 2012. Please remove signs.
Thank you,

Karen Woollard

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Bus Loading Zones

LOCATION: Maplevue Street, seven locations, LAKESIDE (Thos. Bros. (1232-B3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Obsolete Bus Loading Zones

PROBLEM AS STATED BY REQUESTER:

Metropolitan Transit System is confirming seven bus loading zones along both sides of Maplevue Street, in the vicinity of Ashwood Street, are no longer active. We respectfully request the following Board approved resolutions enacting these bus loading zones be deleted in accordance with the San Diego County Regional Transit Map. Deletion of these obsolete resolutions will accurately support the current identified bus routes in the Lakeside community. Removal of the bus loading zone associated signage and red-curbings will allow parking, where appropriate, to take place in this high demand area.

We respectfully request the following Board approved resolutions enacting these seven bus loading zones be deleted:

Maplevue Street (north side)

From a point 290 feet east of Ashwood Street easterly 100 feet.

From a point 730 feet east of Ashwood Street easterly 150 feet.

From a point 790 feet east of Ashwood Street easterly 90 feet.

Maplevue Street (south side)

From a point 360 feet west of Ashwood Street westerly 60 feet.

From Ashwood Street westerly 130 feet.

From Ashwood Street easterly 100 feet.

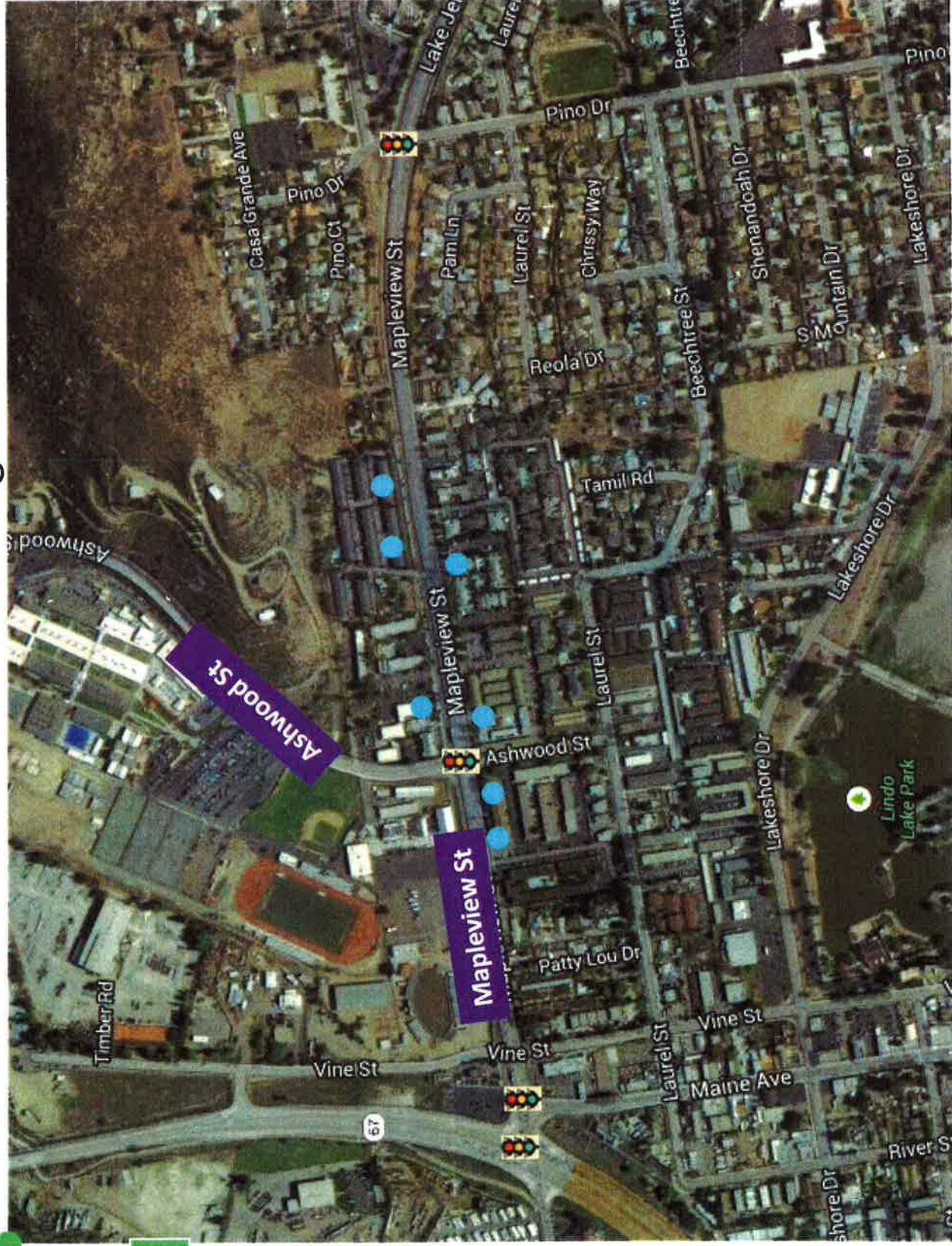
From a point 740 feet east of Ashwood Street easterly 80 feet.

Mapleview Street

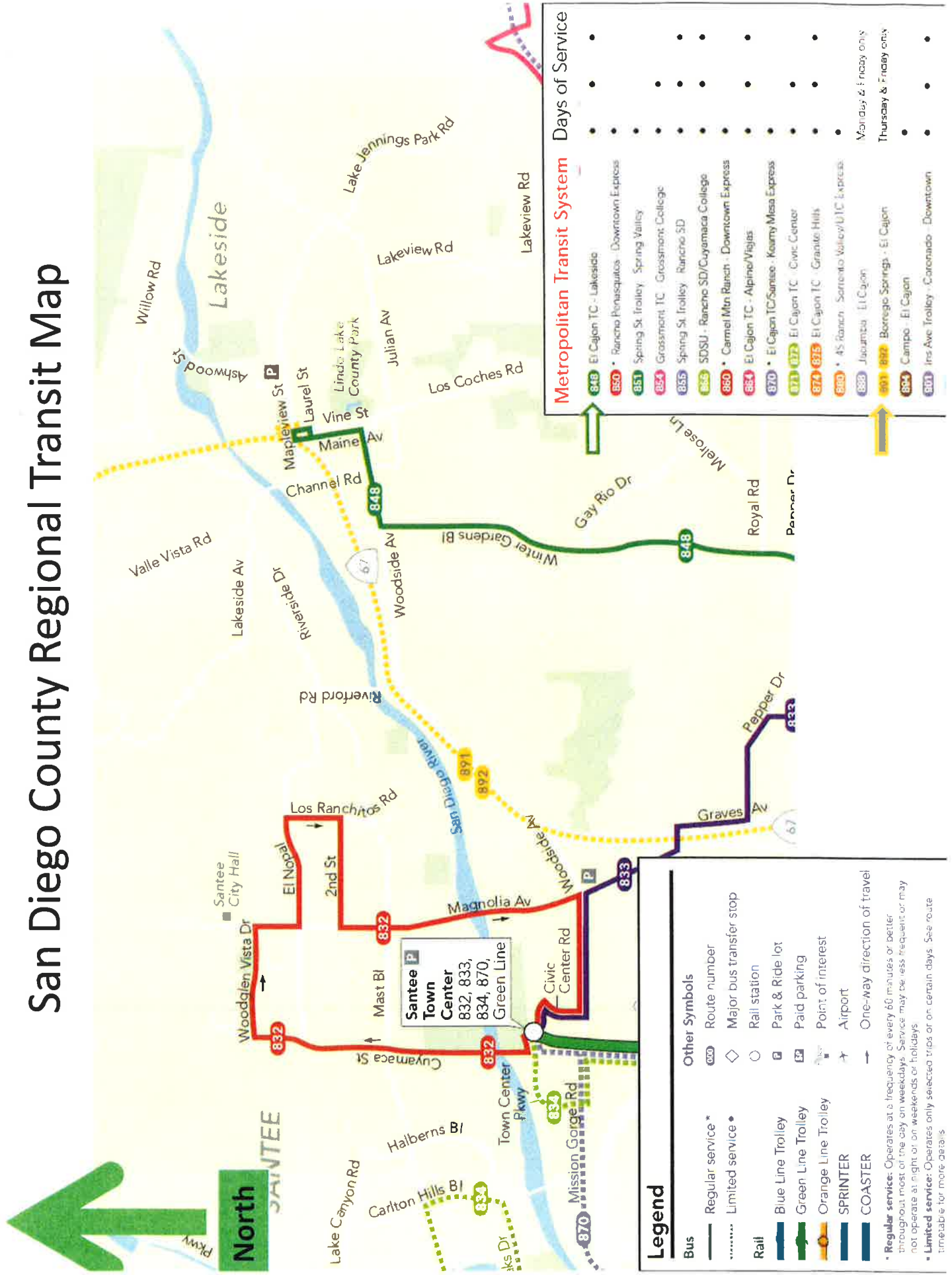
7 obsolete Bus Loading Zones



North



San Diego County Regional Transit Map



LAKESIDE COMMUNITY PLANNING GROUP

DRAFT MEETING MINUTES **WEDNESDAY, MARCH 5, 2014 – 6:30 PM**

Members present: Mark Baker, Jeff Brust, Julie Bugbee, Lynn Carlson (vice-chair), Laura Cyphert (chair), Milt Cyphert, Glenn Inverso, Tom Medvitz, Kristen Mitten, Paul Sprecco.

Members Absent: Seat #4 vacant, W. Allen (work), G. Barnard (vacation), L. Strom (medical), B. Turner (personal)

Public present: Approximately 38

OPEN HOUSE: 6:00pm – 6:30pm

1. Call to Order: 6:31 pm

2. Pledge of Allegiance.

3. Roll Call

4. **Meeting Minutes of February 5, 2013** - *The minutes were approved by a motion made by T. Medvitz, seconded by M. Cyphert. Passed (10-0-0-4)*

5. ANNOUNCEMENTS:

A. Audio Recording – Notification is hereby provided that the LCPG meeting may be audio recorded for purposes of preparation of the meeting minutes.

B. Potential upcoming projects scheduled for future meetings – A list of projects and presentations tentatively scheduled for upcoming meetings is provided as an attachment on the agenda.

C. At a future General Plan Clean-Up, the County will consider the LCPG's October 2013 request to increase the multi-family parking ratio to 2.1 parking spaces per unit.

6. OPEN FORUM:

A. None

7. COUNTY PRESENTATIONS:

A. Parking restrictions – The County has received requests from Lakeside residents requesting a repeal of certain loading zones on Mapleview Street so that these areas can be opened up for additional areas for street parking. The County requests the LCPG's concurrence in repealing the identified loading zones and removing all associated signs and/or red-curbing where appropriate.

No Public or LCPG Comments

A motion to recommend Approval of the project was made by M. Cyphert and seconded by P. Sprecco.

Motion to Recommend Approval Passed (10-0-0-4)

8. PUBLIC HEARING:

A. SD0723 Lakeside Heights - AT&T Cell Site Discretionary Permit for Major Use Permit - MUP14-009 – The proposed cell site is located at the end of Gay Rio Terrace. The subject property is approximately 57.99 acres and is developed with a municipal water tank. An existing T-Mobile wireless site is co-located on the water tank. Verizon has approval to be on the site, but never installed and their permit has expired. Their permit would need to be renewed if they wished to locate here in the future. The rest of the property is undeveloped.

- Danielle Goodman, presented the proposed project.

- G. Inverso asked about distance to closest neighbor (several hundred feet).

- L. Cyphert expressed strong concern that the closest neighbor was not more directly notified beyond the typical noticing associated with all projects, even though she is in support of the project.

- Several members expressed support for the location and that AT&T listened to previous comments.

No Public Comment

*A motion to recommend Approval of the project was made by K. Mitten and seconded by J. Bugbee.
Motion to Recommend Approval Passed (10-0-0-4)*

B. Nebeker Residence - Discretionary Permit for Administrative Permit - AD14-011 – located at 12115 Kuhner Way. The permit is requested to construct an 800 square foot second residence on a 3.27 acre parcel. Jacob Nebeker presented the proposed granny flat for his in-laws to reside on his property.

Public Comment

- Janis Shackelford asked for a clarification as to whether this was an accessory elderly dwelling or secondary dwelling. (Jacob stated that it is for a Secondary Dwelling Unit)

*A motion to recommend Approval of the project was made by L. Cyphert and seconded by J. Bugbee.
Motion to Recommend Approval Passed (10-0-0-4)*

C. Marilla Park – Major Use Permit - MUP14-008 – located at 9310 Marilla Drive. Proposed project is the redevelopment of a residential parcel with an 11-unit detached condominium residential plan. Bob Stewart, Presented an infill project on 3 acres, south of Marilla Dr. Lot currently has one house, a garage and carports. Eleven single-family homes are proposed on one lot, hence the condominium plan.

- T. Medvitz expressed concern regarding density, single access point.

- M. Cyphert pointed out that most homes have 1/3 of an acre and this does not fit into the neighborhood; he also stated that the street would have to be widened to 35'.

- L. Cyphert expressed concern over proposed density of property,

- M. Baker wanted to hear from County staff (not present) regarding the density proposed and neighborhood character, and how the project proposed to meet the fire access requirements to stay beneath a 7' retaining wall (Bob stated that the road will be widened to meet all fire standards),

- K. Mitten asked developer to clarify heights of residences (Bob stated they would be a mix of single and 2-story homes) and inquired if two-car garages are proposed and whether the driveways would be able to accommodate two visitor parking spaces (Bob confirmed all would have two-car garages, and 16" wide driveways would be provided, and each house would have about 10,000sf area of land). T. Medvitz asked if a homeowners association had been applied for yet (too early in the process, but that will be a necessity).

- L. Cyphert stated the density proposed would not fit into the neighborhood and inquired as to a statement on the application about the applicant not submitting a tentative map (applicant said they will be submitting that)

- M. Cyphert inquired as to how the proposed square footage would fit into the footprint. He wanted to know if the houses would be three-stories (no three stories homes)

- M. Baker inquired as to why they didn't just subdivide the lot. He also pointed out that if the access road is changed it will change the neighbors' approach and departure angle for a couple of the neighbors that rely on that access road, will the HOA be responsible for calling a tow truck if parking occurs on that access road (current road on property is less than 30' wide and there is only one other user after the intersection going to another two properties, the changes are significant and transitions will need to be made for that neighbor, currently there is no parking on that road and that will stay the same.)

- T. Medvitz stated the whole access road would have to be a fire lane.

Public Comment

When asked for a show of hands from the community members present, 18 community members raised their hand in opposition of the project as proposed, 0 community members raised their hands in support of the proposed project.

- Ed Spring, a neighbor at 9316 Christina Lane, expressed concern over the limited parking, considering most people don't park in their two-car garages, a 16-foot wide driveway would not fit most trucks, and was told that the it will have a 35' height on an elevated area that will look down on the neighbors and will be out of character.

- Joe Naiman, a neighbor at 9312 Marilla Dr, thinks 5-6 units would more appropriate here, expressed concerns with condos as they disincentivize water conservation, want assurances for indemnification, would like to piggyback stabilization for the driveway, and listed many other concerns and suggestions. He was advised to draft a letter to the County to itemize his many concerns so that the detail is accurate.

- Mike Rottenberg, a neighbor at 9308 Marilla Dr. directly to the north, echoed previous concerns, but wants to see this lot developed, just not at this density or with a condo designation. He is the property uses the access road and also wants the stabilization of the road, next to the drainage. The condo designation and the density is not

consistent for this area/hillside. Appreciates the open space and realizes that may mean a few more units.

- Bill Folk, neighbor at 9310 Marilla Dr., was originally zoned for horses and does not want condos in this neighborhood, the increased traffic flow from 22-44 people would be too much, steep grade coming down to Marilla Dr would be problematic, Westhill and Emerald Grove still have accidents.
- Todd Owens, his family has lived at 11635 and 11675 Westhill Vista since 1939. While the total lot area is 2.94 acres, 0.78 acres of this property is contained within the panhandle access road. He visited the surrounding neighbors and has a petition, with 26 signatures of neighbors opposed to this project. He is strongly opposed to the project, as currently proposed, but would like to see some development here.
- Janis Shackelford, did not raise her hand when asked for those opposed to this project, but she urged the LCPG to deny recommendation as this does not meet the MUP requirements (Section 7358, Items a1 and a3). The proposed bulk, coverage and densities would have a harmful effect on the neighborhood character.
- Stephanie Vector, a neighbor on the access road, is concerned about the widening of the road infringing on her property, concerned with increase in traffic with kids in the neighborhood
- Becky Ahring, a neighbor at 9316 Marilla Dr, stated that currently the trash trucks do not go down the access road, and asked if they will if the road is widened.
- Linda McGloughlin, the next door neighbor at 9300 Marilla Dr, has solar on her property and does not want that to be interfered with due to looming houses on the hillside.
- T. Medvitz stated that the HOA would need to acquire a private trash service.

*A motion to recommend **Denial** of the project was made by M. Cyphert and seconded by T. Medvitz due to strong community opposition, with regards to harmony of scale and density, and incompatibility with neighborhood character. **Motion to Recommend Denial Passed (10-0-0-4)***

D. Lakeside Taco Bell Tentative Site Plan - STP-89-095W1 – located at 12265 Woodside Avenue. The proposed project is a site plan modification for the redevelopment of an existing Taco Bell restaurant, new parking layout, and landscaping.

- Franklin Orozco presented the project that is to correct what is currently a very inefficient traffic flow. They have attended three design review board meetings. J. Bugbee confirmed that the DRB has approved the proposed design.
- T. Medvitz expressed concern over the loss of the second curb-cut on Prospect, as the current driveway is so close to Prospect and cars going west may have problems turning out of the driveway.

No Public Comment

*A motion to recommend **Approval** of the project was made by J. Bugbee and seconded by G. Inverso. **Motion to Recommend Approval Passed (10-0-0-4)***

E. Laurel Street Apartments Site Plan – STP 14-002 located at 12550 Laurel Street. The proposed project will have 9 apartments, including seven 2-bedroom units, and two 4-bedroom units. ~~**This item was previously approved in June 2013 with a vote of 12-0-0-3.**~~ This item is tentatively placed on the agenda, however, it will only be heard to the extent there have been changes since it was last approved. (L. Cyphert clarified and amended the striked agenda language, as this project was confused with a different Laurel St Apartments project, at a different address, that was previously heard by the LCPG)

- Tony Struck, the applicant, presented the project.
- J. Bugbee inquired if they had reviewed the Design Review Guidelines (yes)
- K. Mitten asked about the recreational space located by the trash enclosure. (place for kids)
- Several members expressed very strong concern regarding the lack of parking, as the LCPG very strongly supports the previous 2.1 parking spaces / multi-family unit ratio, that they are currently petitioning to have changed by the County in the Lakeside Community Plan.

Public Comment

- Pat Bixby inquired if they would be low income (Frank stated there is no designation one way or the other)
- M. Cyphert would like to see more parking (at least two spaces per unit) and possibly less unit(s).
- L. Cyphert pointed out that our wording to the County was that “we demand” that they bring back the previous 2.1 ratio, so for us to support something less than that would be inconsistent.
- T. Medvitz also expressed concern about the lack of street parking in this area, that cannot support any overflow parking on the streets.

*A motion to recommend denial of the project was made by L. Cyphert and seconded by T. Medvitz due to insufficient parking. **Motion to Recommend Denial was Passed (12-0-0-4)***

9. GROUP BUSINESS:

A. Vacancy Seat #4 – The five applications for the LCPG Seat #4 will be distributed to the board members and reviewed for a vote at the April meeting. The following five applicants each spoke, up to five minutes, on their qualifications and interest for serving on the board:

- Dianne Hyatt
- Josef Kufa
- Steve Robak
- Leah Dutra
- Karen Ensall

We will send out all five applications along with a synopsis, on how we'll conduct the voting, to the LCPG members. We will vote on a candidate to recommend to the Board of Supervisors at the April 2nd LCPG meeting.

B. Reimbursement: Vote on reimbursement of \$8.61 for March photocopies. *A motion to recommend Approval of the reimbursement was made by T. Medvitz and seconded by J. Bugbee. **Motion to Approve was Passed (12-0-0-4)***

C. Member's Attendance Review: LCPG Members L. Strom and B. Turner were identified as meeting the threshold triggering a vote at the next meeting to either waive or reaffirm the forfeiture of their memberships.

10. SUBCOMMITTEE REPORTS:

A. Design Review Board (DRB) – heard projects for Dollar Tree, next to Pizza Hut, on Woodside and Taco Bell.

B. County Service Area 69 (CSA 69) – L. Strom sent in a detailed report that was read by T. Medvitz.

C. Trails – Janis Shackleford presented the trails recommendation to Dianne Jacob's East County Trails Advisory committee. The owner in the river bottom has said no.

11. ADJOURNED: 8:33 p.m.

The next meeting will be in the gymnasium in the Lakeside Community Center on April 2, 2014 at 6:30 pm with the Open House starting at 6:00pm.

Kristen C. Mitten, Secretary
Lakeside Community Planning Group
lakesidecpg@gmail.com

*** Visit our website for Agendas, Project Materials, Announcements & more at: LCPG.weebly.com ***
or send an email to the LCPG chair & secretary at: lakesidecpg@gmail.com

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Lago Lindo from Avenida de Acacias to El Montevideo (0.8 miles), RANCHO SANTA FE (Thos. Bros. (1168-D2) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Lago Lindo is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 35 MPH speed limit.

Existing Traffic Devices

Lago Lindo is a striped two-lane residential in nature roadway that measures 26 feet wide. The road is posted 35 MPH/Radar Certified. (NOTE: Lago Lindo is unclassified on the County General Plan Mobility Element Network.)

<u>Average Daily Traffic Volumes</u>	<u>06/10</u>	<u>08/06</u>	<u>04/02</u>	<u>04/03</u>
Lago Lindo:				
S/o El Camino del Norte	1,670*		1,670*	
S/o El Montevideo		1,720*		2,410*

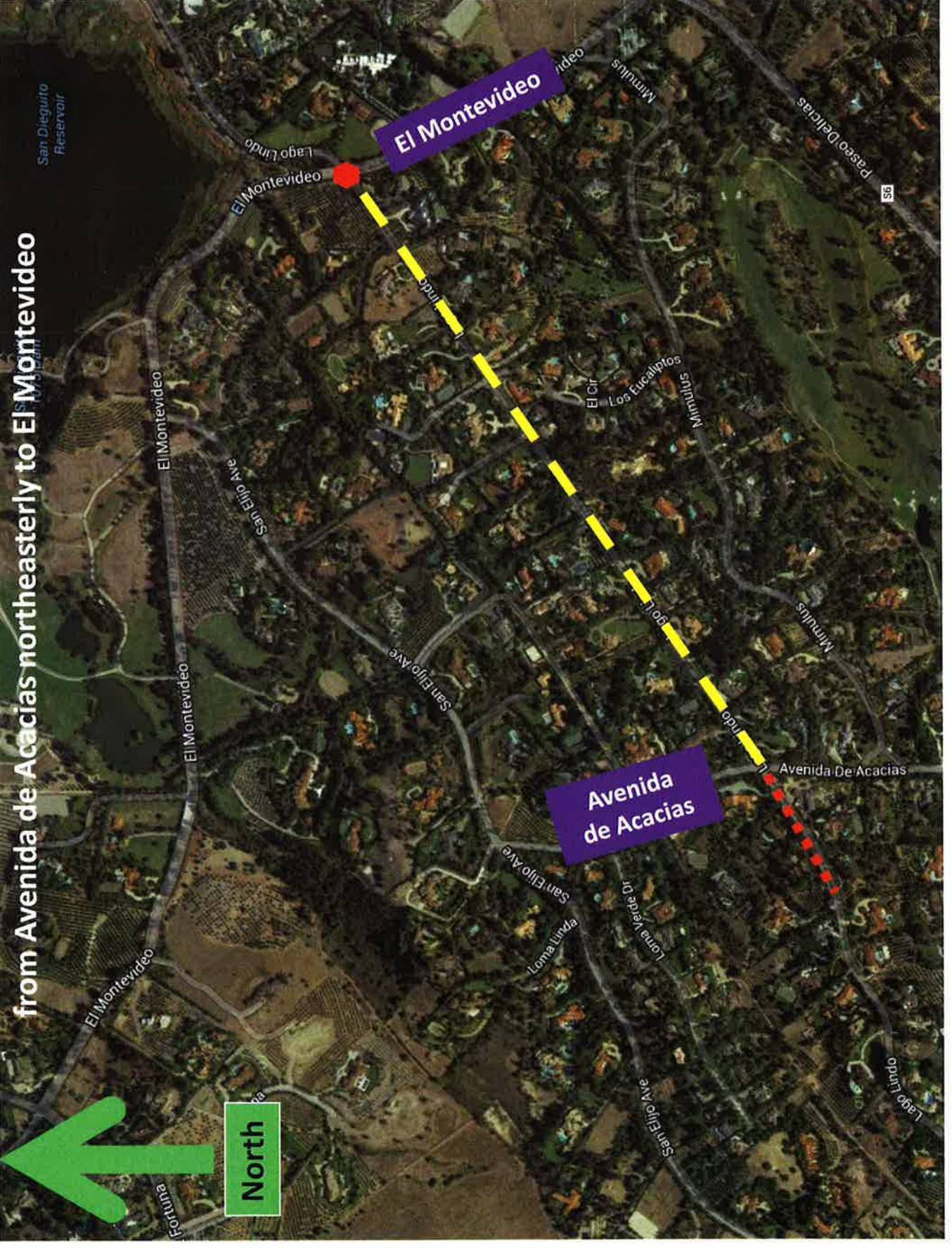
* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Lago Lindo:				
1,840 ft N/o Ave de Acacias	(2014)	41.0 MPH	32-41	63.0%
	(2006)	42.2 MPH	34-43	68.6%
	(2005)	43.4 MPH	33-42	66.4%

Collision Data

There has been one reported non-injury collision along this segment of roadway in the last five year period (02-27-09 to 2-28-14). It involved a solo northbound motorist who ran-off the road and struck an embankment.

Lago Lindo



from Avenida de Acacias northeasterly to El Montevideo

Spot Speed Study

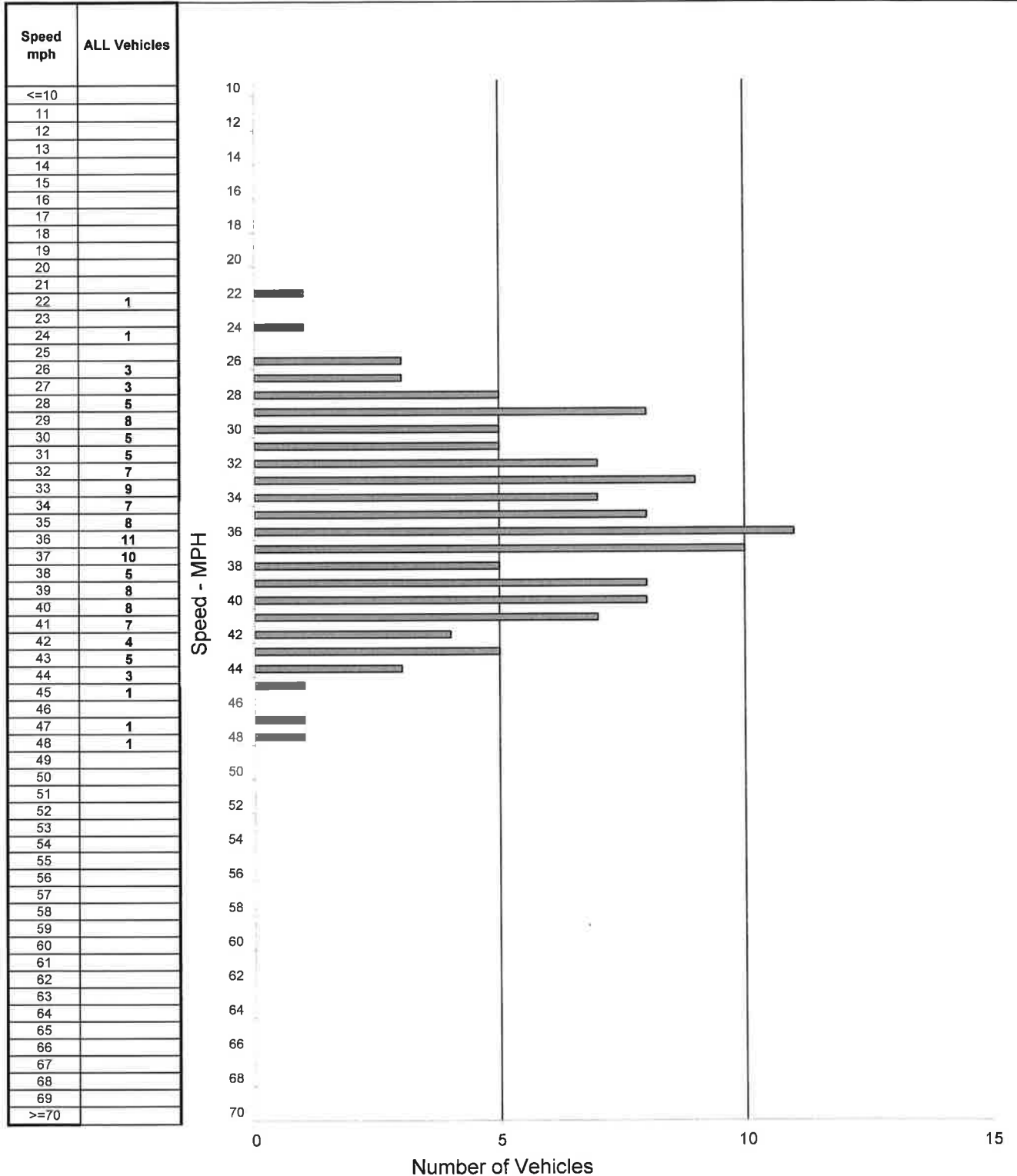
Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

DATE: 1/24/2014
TIME: 09:30-11:30

Location: Lago Lindo 1840' n/o Avenida De Acacias
Posted Speed: 35 MPH Clear/Dry Project #: 14-4008-003

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	126	22 - 48	36 mph	41 mph	32 - 41	80	63%	24% / 31	12% / 15

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Rambla de Las Flores between La Orilla and Linea del Cielo (1.05 miles), RANCHO SANTA FE (Thos. Bros. (1168-B5) San Dieguito Community Planning Group.

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Rambla de Las Flores is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Rambla de Las Flores is a striped two-lane roadway which measures 25 feet wide. There is edge-striping along both sides of the roadway. The road is posted 40 MPH/Radar Certified. (NOTE: Rambla de Las Flores is unclassified on the County General Plan Mobility Element Network.)

<u>Average Daily Traffic Volumes</u>	<u>01/09</u>	<u>04/07</u>	<u>11/03</u>
Rambla de Las Flores			
N/o Linea del Cielo	3,300*		
N/o Calle Chaparro		3,300*	
S/o La Granada			3,660*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Rambla de Las Flores:				
1,960 ft N/o Calle Chaparro	(2014)	43.0 MPH	34-43	77.0%
	(2006)	43.8 MPH	35-44	71.0%

Collision Data

There have been six reported collisions along this segment of roadway, one which involved injury, in the last five year period (02-27-09 to 2-28-14).

Rambla de Las Flores



Spot Speed Study

Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

DATE: 1/22/2014

TIME: 09:00-11:00

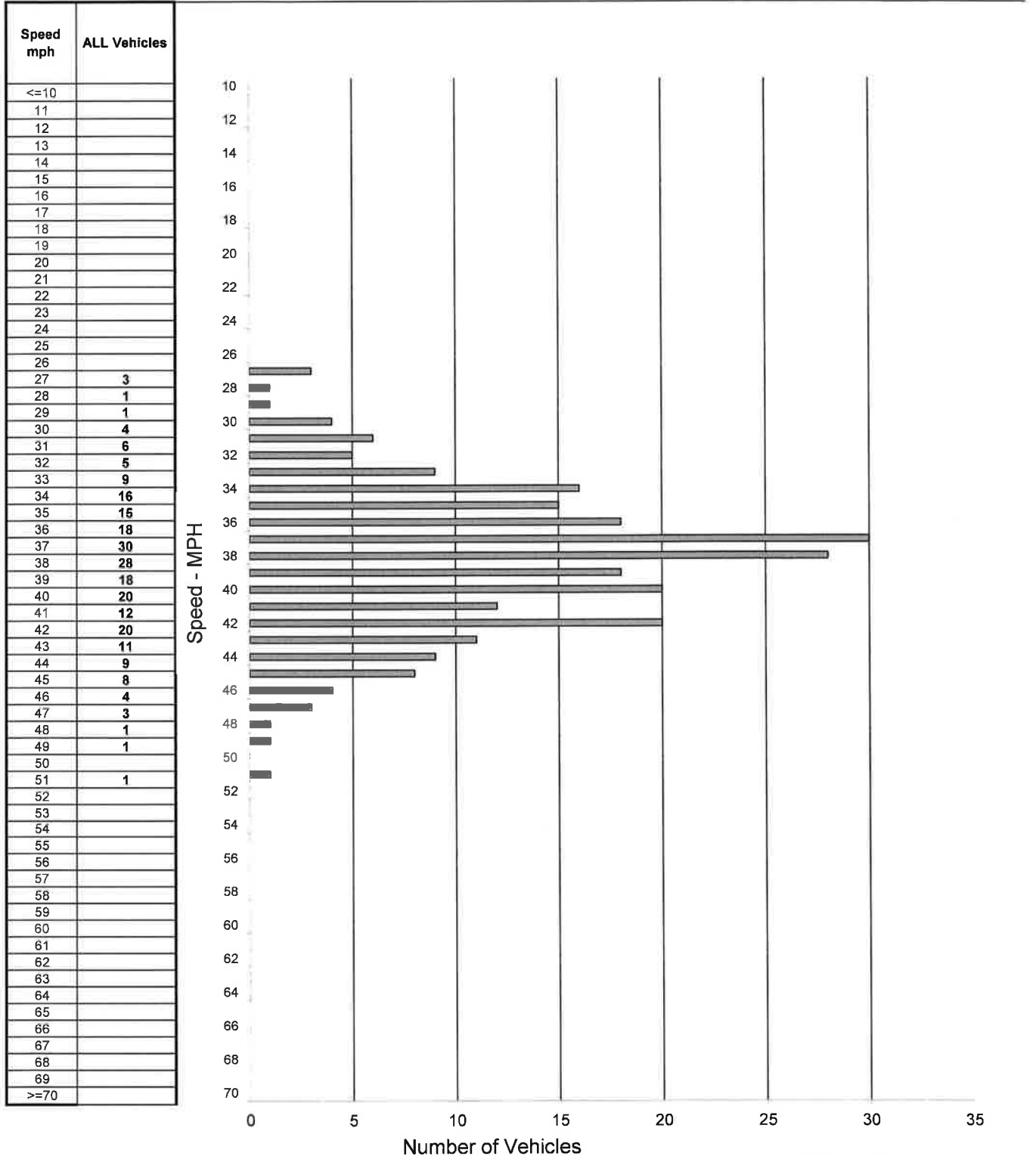
Location: Rambla De Las Flores 1960' n/o Calle Chaparro

Posted Speed: 40 MPH

Clear/Dry

Project #: 14-4008-001

Northbound & Southbound Spot Speeds



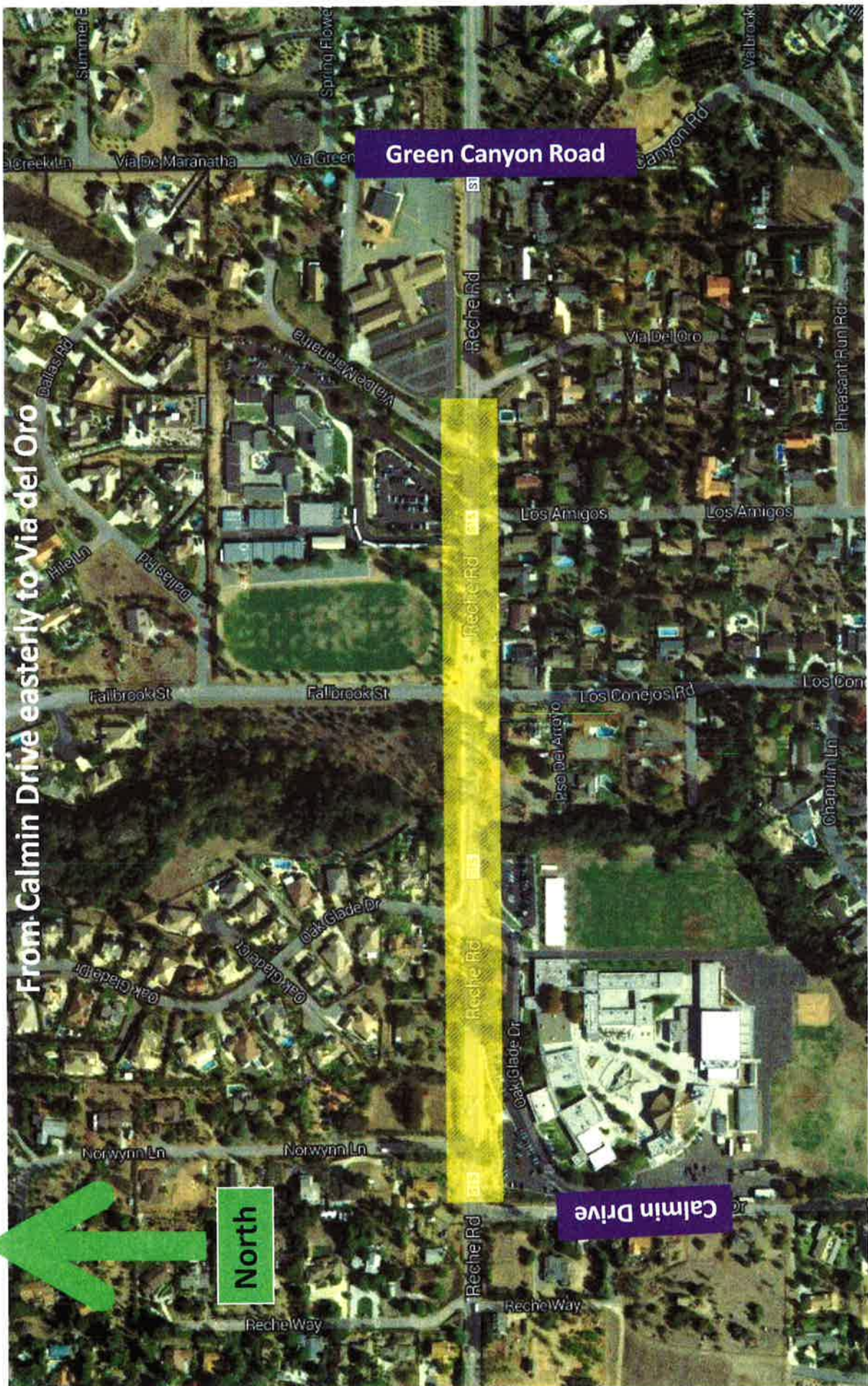
SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	244	27 - 51	38 mph	43 mph	34 - 43	188	77%	11% / 29	12% / 27

Reche Road

From Calmin Drive easterly to Via del Oro



North



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014

Item 5-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibitions

LOCATION: Reche Road, four locations, in the vicinity of Potter Junior High School and Live Oak School, FALLBROOK (Thos. Bros. (1028-A4) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Amend/Delete Existing Parking Prohibition Resolutions

PROBLEM AS STATED BY REQUESTER:

During a recent field review between representatives from the California Highway Patrol (CHP)-Oceanside Command and County staff, it was deemed appropriate to oversize the existing "No Stopping Anytime" signs and install additional red-curbing on Reche Road to maximize visibility and reduce congestion/delay during both Schools' arrival and dismissal times.

When reviewing the Board approved resolutions enacting four associated parking prohibitions on both sides of Reche Road, the need to accurately reflect what exists in the field became apparent. We respectfully request the amendment of two and deletion of two existing parking prohibition resolutions for administrative purposes.

We respectfully request the following Board approved parking prohibition resolutions along Reche Road be amended as follows:

DELETE Reche Road, north side, from a point 250 feet west of Los Conejos westerly 400 feet.

AMEND Reche Road, north side, from a point 760 feet west of Green Canyon Road westerly 570 feet.

NEW Reche Road, north side, from Via de Maranatha westerly to a point 650 feet west of Los Conejos.

DELETE Reche Road, south side, from Los Conejos easterly to Via del Oro.

AMEND Reche Road, south side, from a point 1,370 feet west of Green Canyon Road westerly 1,300 feet.

NEW Reche Road, south side, from Via del Oro westerly to a point 1,150 feet west of Los Conejos.

Fruitvale Road



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014

Item 5-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Passenger/Bus Loading Zones

LOCATION: Fruitvale Road, two locations adjacent to Valley Center Primary School, VALLEY CENTER (Thos. Bros. (1070-F7) Valley Center Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Deletion of Existing Bus and Passenger Loading Zone Resolutions

PROBLEM AS STATED BY REQUESTER:

County staff met with representatives from Valley Center Primary School, Valley Center-Pauma Unified School District and California Highway Patrol (CHP)-Oceanside Command to identify measures to ease congestion and delay along Fruitvale Road adjacent to Valley Center Primary School. County staff agreed to investigate the following:

- * Installation of Flashing Yellow Beacon for westbound traffic on Fruitvale Road to further remind motorists to reduce speeds when entering the school zone,
- * Installation of "No U-turn" signs on both sides of Fruitvale Road, in the school's vicinity, to discourage present activity during school arrival and dismissal times,
- * Installation of a 450 foot Bus Loading Zone adjacent to school grounds which will allow parental use of the parking lot and eliminate double and triple parking taking place along the south side of Fruitvale Road,
- * Oversize existing "No Stopping Anytime" signage along north side of Fruitvale Road to further enhance the prohibition's visibility,
- * Install edge-striping with possible hash marks on the eastbound lane for reduced lane width to encourage lower speeds, and
- * Install red-curing on both sides of school parking lot exit for increased visibility.

Upon further review, County staff determined a two-way left-turn lane installation would be most appropriate to benefit existing operating conditions instead of edge-striping/red-curb. Installation of a two-way left turn lane will take most of the existing unused pavement, provide breaks in striping to allow westbound motorists to turn into the school's parking lot and eastbound residents to enter their driveways. In addition, it will provide a smooth transition with the narrow two-lane roadway beyond the school's eastern boundary. Edge-striping was deemed inappropriate due to the roadway's unusual width and concerns with continued double parking. A two-way left turn lane will place the school parking lot's exiting motorists in the best position to safely determine when it's appropriate to enter Fruitvale Road without the need for red-curb.

All agreed and modified measures have been installed.

PROBLEM AS STATED BY REQUESTER: (continued)

These measures were installed per staff's enabling authority based on support from the Valley Center-Pauma Unified School District, CHP and Valley Center Community Planning Group.

When reviewing the Board approved resolutions enacting the associated bus and passenger loading zones on the south side of Fruitvale Road, the need to accurately reflect what exists in the field became apparent. We respectfully request the deletion of the superseded bus and passenger loading zones as follows:

Bus Loading Zone

The south side of Fruitvale Road from a point 440 feet east of Cole Grade Road easterly 190 feet for a designated hour in the morning on School Days.

Passenger Loading Zone

The south side of Fruitvale Road from a point 530 feet east of Cole Grade Road easterly 140 feet and from a point 830 feet east of Cole Grade Road easterly 150 feet.



County of San Diego

RICHARD E. CROMPTON
DIRECTOR

DEPARTMENT OF PUBLIC WORKS

5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcountry.ca.gov/dpw/

May 20, 2014

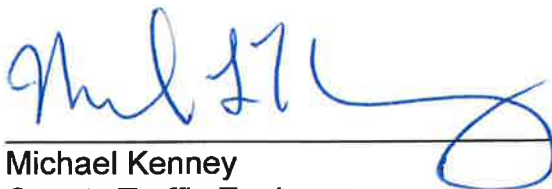
Section 72.130. BOARD TO ESTABLISH ZONES

The Road Commissioner shall locate and establish loading zones, passenger loading zones and bus loading zones where a Civil or Traffic Engineer licensed by the State of California has determined traffic safety and/or roadway operation will be enhanced and the proposed installation shall be supported by the adjacent property owner(s) and Community Planning/Sponsor Group (where applicable). If there is opposition to the proposed installation, the matter will be reviewed by the San Diego County Traffic Advisory Committee as a full item and a recommendation will be submitted to the Board.

The following location meets the necessary criteria as defined in Section 72.130. of the San Diego County Code and therefore has been deemed appropriate to be signed accordingly:

VALLEY CENTER

Fruitvale Road, south side, from a point 390 feet east of Cole Grade Road easterly 450 feet. Establish a bus loading zone from 7:30 AM to 8:30 AM, 1:30 PM to 2:30 PM on School Days.


Michael Kenney
County Traffic Engineer



School:

Valley Center Primary School

Road:

Fruitvale Road

Request:

Establish a Bus Loading Zone

Action:

County staff met with representatives from Valley Center Primary School, Valley Center-Pauma Unified School District and CHP to identify measures to ease congestion and delay along Fruitvale Road adjacent to Valley Center Primary School. County staff agreed to investigate the following:

- 1) Installation of Flashing Yellow Beacon for westbound traffic on Fruitvale Road to further remind motorists to reduce speeds when entering the school zone,
- 2) Installation of "No U-turn" signs on both sides of Fruitvale Road, in the school's vicinity, to discourage present activity during school arrival and dismissal times,
- 3) Installation of a 450 foot Bus Loading Zone adjacent to school grounds which will allow parental use of the parking lot and eliminate double and triple parking taking place along the south side of Fruitvale Road,
- 4) Oversize existing "No Stopping Anytime" signage along north side of Fruitvale Road to further enhance the prohibition's visibility,
- 5) Install Edge-striping with possible hash marks on the eastbound lane for reduced lane width to encourage lower speeds, and
- 6) Install red-curing on both sides of school parking lot exit for increased visibility.

Measures 1 thru 4 have been implemented.

Upon further review, County staff determined a two-way left-turn lane installation would be most appropriate to benefit existing operating conditions instead of edge-striping/red-curb-ing. Installation of a two-way left turn lane will take most of the existing unused pavement, provide breaks in striping to allow westbound motorists to turn into the school's parking lot and eastbound residents to enter their driveways. In addition, it will provide a smooth transition with the narrow two-lane roadway beyond the school's eastern boundary. Edge-striping was deemed inappropriate due to the roadway's unusual width and concerns with continued double parking. A two-way left turn lane will place the school parking lot's exiting motorists in the best position to safely determine when it's appropriate to enter Fruitvale Road without the need for red-curb-ing.

Two-way left turn lane has been installed.

Valley Center Community Planning Group

PO Box 127 Valley Center CA 92082

March 12, 2014



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Chair

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Vice Chair

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(One position pending,
two positions Open)

Maria Rubio-Lopez
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amria.rubio@sdcounty.ca.gov

Re: Comments on VCPUSD request for traffic modifications to Fruitvale Road

Maria,

The Valley Center Community Planning Group has reviewed the following VCPUSD request to the County for modifications to Fruitvale Road:

- 1) Feasibility for a flashing yellow beacon for west bound traffic on Fruitvale Road in advance of the schools indicating a 25 MPH Zone during school arrival and dismissal times.
- 2) Improve, replace, or place signage on both the north and south side of Fruitvale (east and west bound traffic) indicating: No U Turns (E/W Bound), No Stopping (W Bound) and Bus Loading Zone only (450 feet-as marked) in front of the Primary School for students to unload/load buses without the presence of automobiles.
- 3) Feasibility of edge-striping with possible hash marks along the eastbound lane to make the lane appear narrower and encourage reduced speeds.
- 4) Red curbs 20 feet on both sides of the school parking lot exit to prohibit cars from parking near the exit.

The VCCPG sees the primary causal factor for the traffic safety issues cited by VCPUSD is the lack of a "drop off/pick up loop" for automobile traffic. VCPUSD bus traffic conflicts for drop off/pick up in the school parking lot, leaving automobile drivers no alternative than to use Fruitvale Road as their "drop off/pick up loop."

The VCPUSD has confirmed that it agrees with the assessment and intends to remedy the primary causal factor by using the existing bus "drop off/pick up loop" within the parking lot for automotive traffic. School buses will drop off/pick up on Fruitvale Road in front of the School to avoid conflicts with automotive traffic.

VCCPG agrees that the four proposed changes to Fruitvale Road are complimentary safety measures to the primary changes to bus and automotive traffic and endorses their implementation.

The VCCPG discussed and voted on this recommendation at our regular February 2014 meeting with a vote of 12 ayes, 0 nays, and 0 abstentions.

Regards,

Oliver Smith,
Chair, VCCPG

CC: Cheri McGee VCPUSD mcgee.ch@vcpusd.org